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San Pedro Community Plan



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San Pedro Community Plan



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*The text of this plan is substantially the same as originally adopted by the City Council.

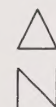
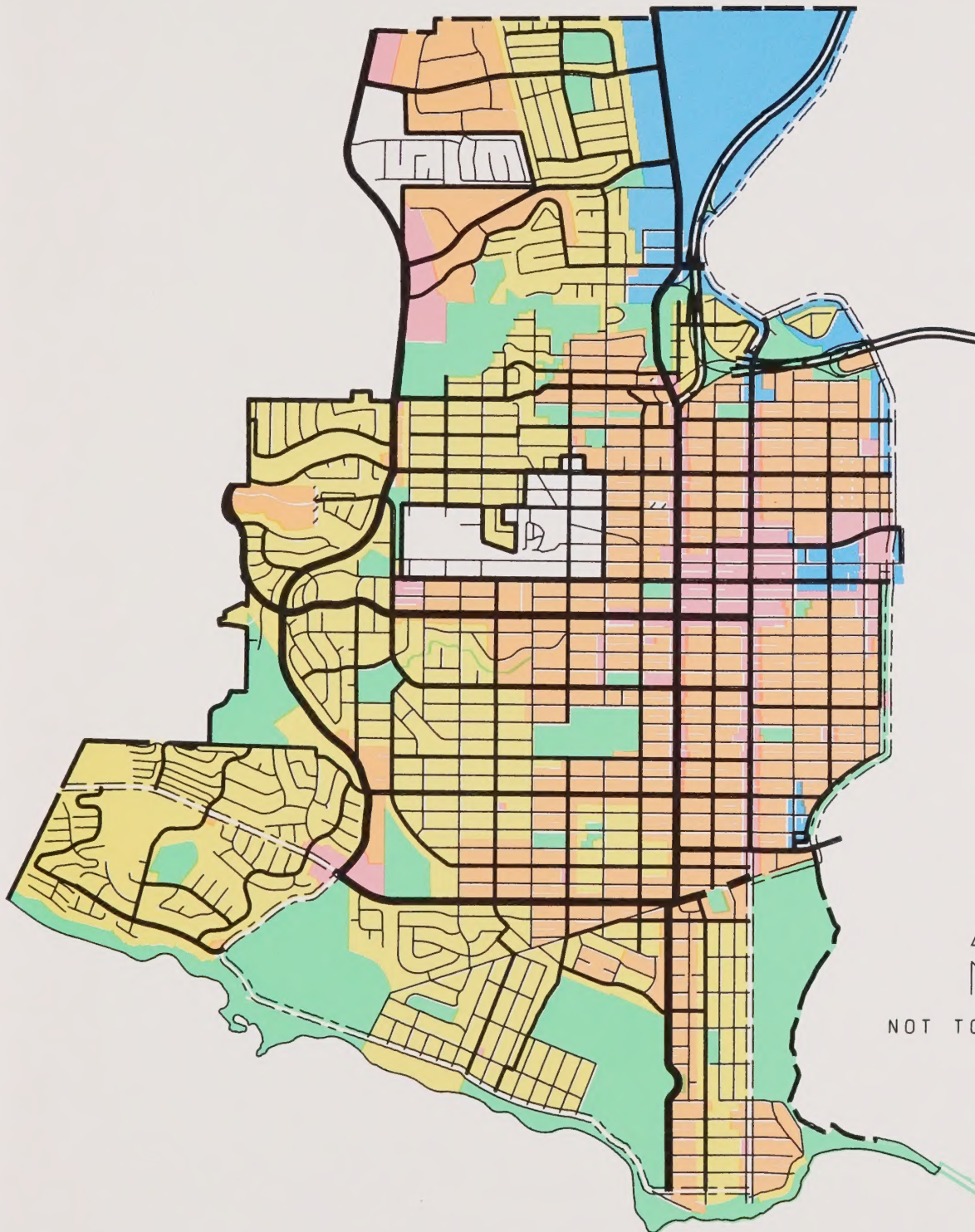


San Pedro Community Plan

Subsequent Amendments Adopted by City Council

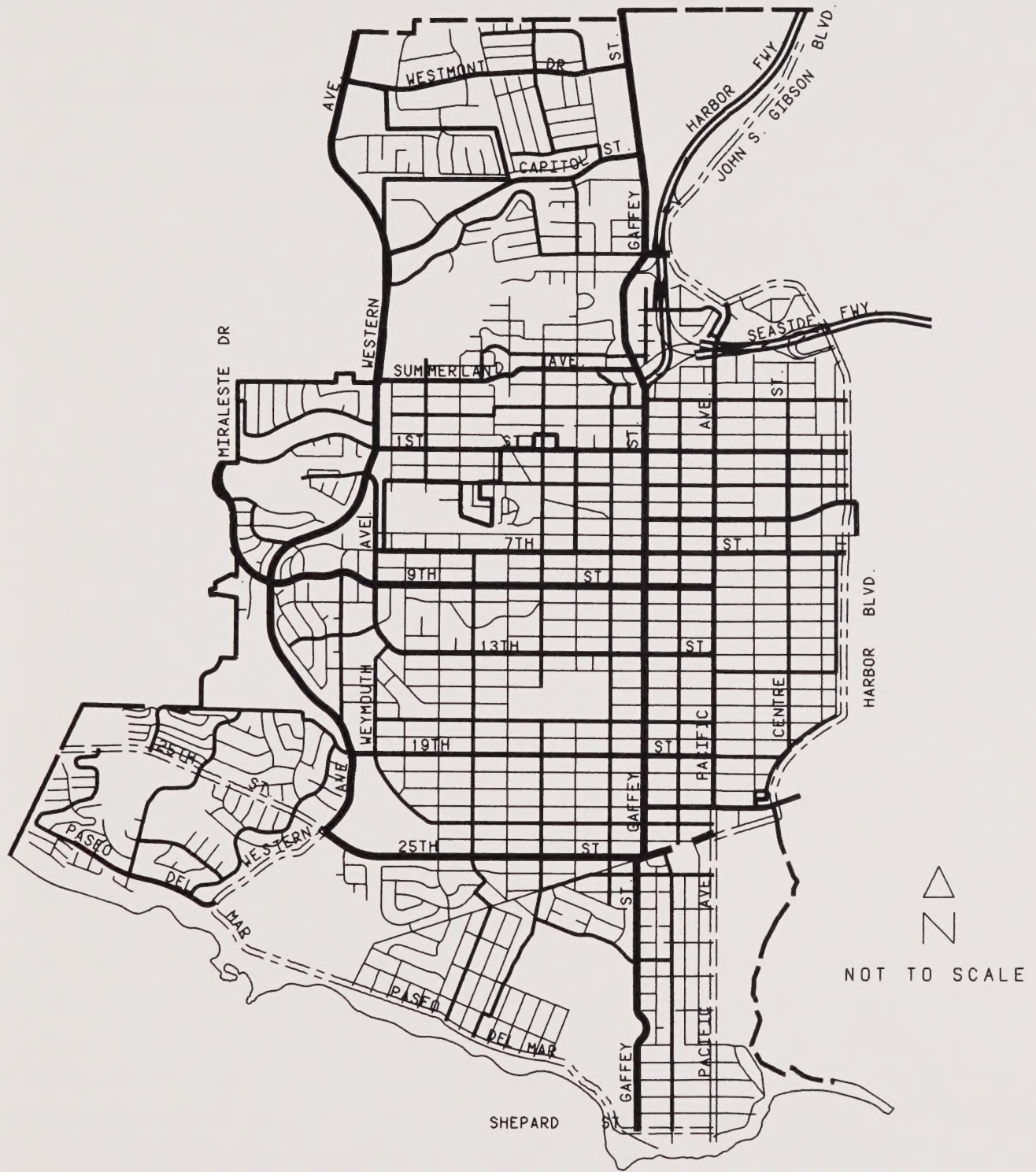
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*For your convenience, we have provided this space to record updated plan amendments as they are adopted by City Council.




NOT TO SCALE

SAN PEDRO GENERALIZED LAND USE



SAN PEDRO GENERALIZED CIRCULATION



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San Pedro Community Plan



Subsequent Amendments Adopted by City Council

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Los Angeles City Planning Department

Room 561 City Hall



December 7, 1989

TO: All Staff and Interested Parties
FROM: *R. Jenkins*
Robert Q. Jenkins, Deputy Director
SUBJECT: PLAN AMENDMENT UPDATES

Attached, are copies of the recent SAN PEDRO (Community) (District) Plan updates published by the Department of City Planning. Please replace the designated log sheet and map(s) with the corresponding sheet(s) in your booklet. Periodic updates will be sent to you as the plan is amended.

RQJ:ls

Attachments (7)

Amendment Date Log

San Pedro Generalized Land Use

San Pedro Generalized Circulation

Map No. 009 P 189

Map No. 009 P 197

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Map No. 021 P 197

Introduction

A Preliminary Plan for the San Pedro Community was prepared by Councilman John S. Gibson's San Pedro Citizen Planning Advisory Committee, with the assistance of the Los Angeles City Planning Department, in December 1978. In its final form this Plan will amend and update the existing San Pedro Community Plan which was originally adopted by the City Council on March 13, 1962.

The restudy of the 1962 San Pedro Community Plan was undertaken at the request of Councilman Gibson consistent with the City's policy of reviewing and updating previously adopted Community Plans when substantial changes occur within a Community which necessitate such updating. Councilman Gibson, appointed the 40-member San Pedro Citizen Planning Advisory Committee in September 1975 to determine whether the San Pedro Community felt that the 1962 San Pedro Community Plan needed to be updated. Following a survey of Community comments on the subject, the Advisory Committee found that the 1962 Plan was outdated and recommended that it be revised to reflect the changing conditions in the San Pedro community. The Committee also requested the assistance of the City Planning Department to accomplish this task.

Beginning in February 1976, the Advisory Committee met regularly with City Planning Department staff, who described the City's planning process, provided background information on the Community, reviewed various planning principles and techniques, and offered technical assistance and advice to the Committee. The Committee and the Planning Department also gathered and analyzed data relating to physical, social, and economic factors affecting San Pedro, and identified Community problems, issues and potentials. This Plan is the result of the Committee's work as well as input received from numerous public meetings conducted throughout the Community during the spring of 1979.

Preamble

The first step in the preparation of this Plan for the future of San Pedro was to define with the aid of Community residents, "what the Community of San Pedro is"; what are those characteristics which should be preserved to

protect the oft-mentioned "uniqueness" of the Community. It was determined that the foremost characteristic prevalent throughout San Pedro was the maritime roots of the Community and its residents. From the time of the discovery of San Pedro Bay by Cabrillo, through its later description by Dana, the development of the Port of Los Angeles into a world trade center has played an important role in the development of Los Angeles and the entire southwest United States as well. The importance of the local fishing industry is evidenced by the fact that San Pedro is the country's number one commercial fishing port; even the local newspaper has acquired the colorful name "the fish wrapper". The ties between the community and the harbor are so close that many have said that as the harbor goes, so goes San Pedro.

San Pedro has a beauty characterized by seacliffs and shoreline, tidepools, and the silhouette of Palos Verdes hills and ancient marine terraces, all resulting from its particular geomorphology. Abundant space, greenery, trees, and parks gives a sense of openness not usually associated with a town of 80,000 people. The hillside topography provides spectacular views of the ocean, the harbor and the Los Angeles Basin. The mediterranean-type climate and cool ocean breezes provide relatively clean fresh air in an otherwise smoggy metropolitan area; in short, an ideal climate.

Geographically, San Pedro is on a peninsula somewhat isolated at the **end** of a freeway (as opposed to being bisected by one). As a result, people come **to** San Pedro rather than **just pass through**. San Pedro is not in the middle of anyplace; it is a destination.

Residents of San Pedro emphasize its small town, hometown or village feeling (even though San Pedro has a population of 80,000). The small town quality is enhanced by the fact that the majority of residents are homeowners who both live and work in the harbor area in contrast the "bedroom" community characteristics of many other parts of Los Angeles. San Pedro is neighborhood oriented, with many small family businesses which also serve as local meeting places. San Pedro is a "one high school town" that adds a congealing or gathering force which reinforces the sense of community spirit, pride, and iden-

tity. Because of the attitude of “this is my town”, many call it the City of San Pedro and frequently recall the day when San Pedro was in fact an independent city.

Another important quality of San Pedro is the “old world flavor” or ethnic atmosphere. San Pedro is a melting pot where the culture of those who have settled here has been preserved and encouraged; people who come to San Pedro tend to stay, as do their children, grandchildren, and great-grandchildren, so that there is a cultural heritage which is handed down from one generation to the next. Many residents comment that they have moved to other parts of the state, country, or world but have always been drawn back to San Pedro - their “hometown”.

Purposes

The San Pedro Community Plan is a part of the General Plan of the City of Los Angeles; it consists of this text and the accompanying map.

This Community Plan is consistent with, and seeks to carry out, the provisions of the longer range **Concept and Citywide Plan** portions of the City’s General Plan. The **Concept Plan** declares the intent of City government toward the future form and long-range development of the City of Los Angeles and is the basis for the more detailed Citywide and Community Plan Elements of the General Plan. The **Citywide Plan** contains general Objectives, Policies and Programs of the development of the City as a whole during the next twenty years.

USE OF THE PLAN

The San Pedro Community Plan will provide a guide for the future development of the community for use by the City Council, the Mayor and the City Planning Commission; other concerned governmental agencies; residents, property owners, and businessmen of the community; and private organizations concerned with planning and civic betterment. For the council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City matters as required by law.

The Plan is intended to outline an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the people who live and work in the Community, within the larger framework of the City; guide the future of the Community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentials and limitations; and protect investment to the extent reasonable and feasible.

The Plan is **not** an official **zone map**, and while it is a guide, it does not imply any right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designated condi-

tionally more land in some areas for different zones and land uses than may be desirable for many years.

The Plan is subject to periodic review and amendment to reflect changes in circumstances and conditions. It is recommended that it be restudied not later than five years from the date of adoption in order to utilize more reliable data on population and housing forecasts which will become available from the 1980 Census.

CONTENT OF THE PLAN

The San Pedro Community Plan sets forth Objectives, Policies, and Programs for Land Use (Housing, Commerce, and Industry), Circulation (Highways and Public Transportation), and Service Systems (Schools, Parks, Fire Stations, Libraries, etc.) for the Community as a whole during the next 20 years.

The San Pedro Community Plan also constitutes the land use plan portion of the City’s Local Coastal Program for San Pedro. As such, it contains Objectives, Policies and Programs which are specifically intended to implement those policies contained in the California Coastal Act of 1976 which are appropriate for San Pedro.

An **Objective** is defined as an ideal for which to strive - the ultimate aim. A **Policy** is a direction or course for future decisions. A **Program** is recommended action to address a particular need or problem.

The Policies and Programs in this Plan are intended to provide direction and a course of future action for the City and its various departments. The Plan does not mandate the city or its departments to commence any new programs which may require the expenditure of man-hours or funds. Any actions called for in this Plan which require additional funding must be approved through action of the City Council.

The following population statistics apply to the San Pedro Community:

Census Population	1980	62, 336
Population Estimate	1984	65, 083 *
Existing Zoning Capacity	1980	241, 000
Projected Population	1995	79, 000 *
Plan Population Capacity		103, 800 **

*These figures are the City’s estimates of present and forecasted population, based on 1980 Census data for the population, estimate and on 1970 Census data for the projected population.

**This figure is based on a range of 2.0 to 3.5 persons per dwelling unit and reflects population and housing forecasts contained within the Housing Element of the City’s General Plan. However, this figure does not include the population and dwelling unit capacity of potential residential used permitted in commercial zones, which would further increase the population capacity of the Plan.

OBJECTIVES OF THE PLAN

1. To coordinate the development of the San Pedro Community with the adjacent communities of Rancho Palos

Verdes, Harbor city, and Wilmington; the Port of Los Angeles; and other parts of the metropolitan area.

2. To balance population growth with available public facilities, services, and circulation system so as to enable the Community to develop in a harmonious, efficient, and attractive manner.
3. To develop a zoning pattern which realistically reflects future land uses, densities, and population levels.
4. To encourage the preservation and enhancement of the varied and distinctive residential neighborhoods and character of San Pedro.
5. To promote the development of the Beacon Street Redevelopment Area as the basis for the Community Center, with a high density of employment and population as proposed by the Concept of the Los Angeles General Plan.
6. To preserve scenic views and improve the visual environment of the Community through the protection of its natural features, topography, and coastline.

I. Land Use

HOUSING

The following Objectives, Policies, and Programs are based on population projections and forecasted housing needs contained within the Housing Element of the City's General Plan, as well as an analysis of existing land use and zoning, neighborhood characteristics, topography, demographic data including declining family size, the need to provide affordable housing for those having low and moderate incomes, and the ability of streets and public facilities to accommodate the demands placed on them. Projections generated from the 1970 Census and contained in the Housing Element of the City's General Plan forecast a need for an additional 5,684 housing units to be built in San Pedro by 1995. Of these, 1,818 units should be for higher income residents. The Plan provides for a total of 7,200 new housing units to be built in San Pedro. Although this total is 26% in excess of the forecasted need, such a cushion is needed due to the generalized nature of long range housing forecasts and because not all property proposed for new housing will be developed by their owners.

Given increased construction costs, the high cost of land, and the premium housing prices being paid by an increasing number of people who find San Pedro a desirable place to live, it is unlikely that new construction—whether apartments, condominiums, or single-family homes—can meet the need for lower and moderate-priced housing. Although 50% of the housing stock in San Pedro is over 30 years old, the 1970 census indicates that only 3% of that housing is in substandard or unsound condition. The Plan proposes the rehabilitation of this older but sound housing stock as the primary means for providing affordable moderate-priced housing, while at the same time preserving many of the existing lower density single-family neighborhood units in San Pedro which would otherwise be redeveloped with apartments.

The Plan seeks to maintain neighborhood character by preserving stable single-family areas since neighborhoods have been, and continue to be, the building blocks of San Pedro. They add stability to the community and provide a foundation for the often described “uniqueness” rather than turn San Pedro into another “bedroom suburb” where people live and enjoy the coastal amenities without having a direct involvement or interest in the Community.

Objectives

1. To preserve and protect stable single-family residential areas from encroachment by other types of uses, including higher density residential development.
2. To identify and maintain the varied and distinct neighborhood units which make up the Community of San Pedro.
3. To designate residential densities based on the relationship between neighborhood units, topography, nearness to highways, availability of commercial services, and adequacy of public facilities.
4. To recognize the existing sound housing stock as a valuable Community resource, the preservation of which can serve to reduce the high cost of housing associated with new construction.
5. To provide a range of housing types, densities and costs available to individuals and families of all ages, income, social and ethnic categories.
6. To provide for the construction of new residential dwelling units necessary to meet the Community's forecasted housing needs to 1995.

Policies

It is the City's policy that:

1. High density Housing be located within that portion of the community Center bounded by Third Street, Mesa Street, Eighth Street, and Palos Verdes Street, unless otherwise designated on the Plan Map.
2. Medium and Low-Medium density Housing be located in conformance with the Plan Map, adjacent to the Community Center, near Community and Neighborhood Commercial areas, or along selected highways consistent with the other provisions of this Plan.
3. Residential densities designated in this Plan be predicated upon the provision of adequate public service facilities based on standards contained in the General Plan.
4. Deteriorating residential neighborhoods be rehabilitated at similar densities through programs of conservation, rehabilitation, and reconstruction.
5. Housing for the elderly be conveniently located to public transportation, commercial services, and recreational, cultural and health facilities, especially within or adjacent to the Community Center.
6. The continuation of **existing** compatible land uses that

are a recognized part of a neighborhood, although nonconforming with respect to zoning or designation of the Plan Map (such as "mon and pop" neighborhood markets), be permitted.

7. The conversion of apartment structures to condominium ownership now be permitted if they would exceed the density designated by this Plan, or would not have the number of parking spaces and other amenities required of newly constructed condominiums.

8. Substandard lots in the area bounded by O'Farrell Street, Hanford Avenue, Third Street, Walker Avenue, the westerly extension of Fourth Street, and Harbor View Avenue are to remain merged as developed at the time of Plan adoption in order to retain existing neighborhood scale and characteristics.

9. The location of institutional uses in residential areas be conditioned so as to avoid adverse impacts on the surrounding neighborhood.

10. The preservation of existing scenic views from surrounding residential uses, public streets and facilities, or designated scenic view sites be a major consideration in the approval of zone changes, conditional use permits, variances, divisions of land and other discretionary permits.

11. In those areas designated in the Low-Medium II and Medium density categories on the Plan Map, higher densities may be authorized by the Director of Planning in order to permit the construction of housing units deemed affordable to persons having low or moderate incomes (as defined by the U.S. Department of Housing and Urban Development). In order to insure conformity to this Plan, any such authorization of higher densities shall be subject to each of the following conditions:

- a) that a Covenant and Agreement be recorded by the developer to insure that at least 50% of the units contained in the housing development be maintained for a period of at least fifteen (15) years for persons having low or moderate incomes (as defined by HUD).
- b) that the development be designed to be compatible with surrounding neighborhood characteristics and scale.

12. Consistent with the Housing Element of the Los Angeles General Plan, housing opportunities for all segments of the community be encouraged throughout the community through the following provisions:

- a) Low-and moderate-income and senior citizen housing should be implemented principally through an incentive system to induce the private market to provide affordable housing with no subsidy from public funds.
- b) To prevent the depletion of the community's existing low-moderate-income housing market through condominium or large development projects, provision for low-and moderate-income or senior citizen housing be included within such projects.

Programs

The Plan recommends:

1. Initiation of residential zone redesignations to conform to the Land Use Policies of this Plan as indicated on the Plan Map, and that the redesignation of residential zones be given priority over those for commercial or manufacturing zones.
2. Continuation of the Homeowners Opportunity Maintenance Effort (HOME) Program offering lower interest housing rehabilitation loans within the area bounded by Ninth Street, Gaffey Street, Twenty-Second Street, Crescent Avenue, and Beacon Street.
3. Establishment of the "Handyman" home improvement program in the Barton Hills neighborhood generally bounded by the Seaside Freeway, Harbor Boulevard, First Street, and Pacific Avenue.

COMMERCE

An important feature of the Plan is its emphasis on reestablishing the downtown area as the Community Center of San Pedro. This area has traditionally been the focal point of social and economic life in the Community. However, the development of several nearby regional shopping centers and the more recent location of new commercial facilities on Western Avenue serving the North San Pedro area have added to the decline of the downtown area.

The Plan expects that the completion of the Beacon Street Redevelopment Project and its cost proximity to the Ports of Call tourist/recreational complex will spur a resurgence of growth housing and office buildings are proposed for the Community Center, San Pedro's isolated trade area will most likely preclude any major chain department store from locating in the area in the near future. It is expected, however, that tourism and the recreational dollar will play an increasingly important role in the future economic vitality of San Pedro. In addition to the Regional Commercial designation of the Community Center, the Plan depicts three other types of commercial development for San Pedro. Several Neighborhood Commercial centers are located throughout the Community which will provide daily convenience services to people living in nearby residential areas. Typical establishments which might be found in these areas would include markets, barber and beauty shops, laundromat and dry cleaners, restaurants, liquor stores, and small professional offices.

The Plan also designates two Community Commercial areas which are located to serve several neighborhoods or a specific area of the Community. In addition to those uses provided in a Neighborhood center, the Park Plaza shopping area on Western Avenue might provide for such uses as a junior department store, drug store, clothing and appliances, banks, supermarket, bakery restaurants, and a concentrated offering of small professional offices. The Community Commercial area along Pacific Avenue should continue to develop in conformance with existing uses, including auto sales, repair and service, coastal/recreational uses such as sporting goods, marine supply and repair, and other similar uses which serve the Community as a whole.

Finally, the Plan designates Gaffey Street northerly of Ninth Street for Highway Oriented Commercial facilities to take advantage of commuter traffic utilizing the Harbor Freeway. Services located in this area should include a motel, restaurants and coffee shops, fast food drive-ins, liquor stores, gas stations, and other similar convenience goods and services.

Objectives

1. To emphasize, rehabilitate and strengthen the Community Center as the focal point for the Community's social, civic, and economic life, with the adopted Beacon Street Redevelopment Plan serving as a basis for the future development of the area.
2. To designate commercially zoned land for retail, service, and office facilities in quantities and patterns that can be so used without substantial detriment to adjacent uses of other types.
3. To improve the aesthetic quality of commercial developments and areas.
4. To designate local commercial areas conveniently serving the day-to-day needs of residential neighborhoods.
5. To provide a centrally convenient location for all governmental buildings and offices serving the Community as a whole.
6. To provide adequate parking for all types of retail and office commercial facilities and governmental buildings located throughout the Community.

Policies

It is the City's policy that:

1. High-intensity commercial facilities, along with High-density residential uses, be located within the Community Center which is shown for Regional Commercial Land Use of the Plan Map.
2. Residential use of the upper floors of commercial buildings be encouraged, especially within the Community Center.
3. Poorly located commercial strip zoning be eliminated and reclassified for more appropriate uses.
4. Commercial facilities be made compatible with adjacent residential areas by urban design techniques such as landscaping, buffering, and orientation.
5. No waiver of on-site parking standards be permitted for new construction within the Community Center unless it can be shown that adequate parking is available to serve the project and no adverse impacts will result. Peripheral parking areas serving the Community Center may be used in part to meet this need.
6. A rapid transit station be developed to serve the Community, located convenient to both the Community Center and Ports of Call areas as designated on the Plan Map, and utilizing the railroad right-of-way adjacent to Harbor Boulevard.

7. All new major governmental buildings and offices serving the Community as a whole be located in the branch administrative center bounded by Ninth Street, Palos Verdes Street, Eighth Street, Center Street, Seventh Street, Beacon Street, Sixth Street and Harbor Boulevard, and be provided with adequate and convenient public parking areas.

8. The adopted Beacon Street Redevelopment Plan serves as the development plan for the area shown outlined on the Plan Map.

9. Adult entertainment businesses as may be defined by ordinance and including adult bookstores, arcades, cabarets, theaters or other such establishments are not in keeping with the residential character of San Pedro and should not be permitted to be located in the Community.

10. Now new residential uses be permitted in any area designated for Neighborhood and Office Commercial Land Use on the Plan Map in order that an adequate level of neighborhood commercial services can be maintained.

Programs

The Plan recommends:

1. Initiation of commercial zone redesignations to conform with the Land Use Policies of this Plan as indicated on the Plan Map.
2. Development of a municipal off-street parking lot conveniently located to serve businesses in the vicinity of Twelfth Street and Pacific Avenue.
3. That the Off-Street Parking Agency and the Community Redevelopment Agency review the future need for a municipal off-street parking lot serving businesses along the 300 block of Sixth Street, with special consideration given to additional local parking demand created by the completion of the Beacon Street Redevelopment Area easterly along Sixth Street.
4. Development of a low-cost means of public transportation operating on a frequent schedule between Ports of Call and the Sixth Street shopping mall, possibly by use of jitneys or trams.

INDUSTRY

San Pedro has relatively little industrial zoning within the Plan area, and most of that is developed with limited or light manufacturing uses. Rather than expand industrial zoning into existing residential or commercial areas as a means of increasing the employment base, the Plan recognizes the underutilized industrial areas of south and east Wilmington and the continued expansion of the harbor as the primary source of jobs for the Community.

Objectives

1. To designate areas for industrial and manufacturing uses in adequate quantities and in locations that will not result in substantial detriment of adjacent uses of other types.
2. To preserve designated industrial areas a valuable

resource necessary for the economic health of the community, and to insure that they be retained for industrial and manufacturing use.

3. To encourage and assist private industrial investment and development of designated industrially zoned land within the Plan area, especially for non-hazardous or non-noxious, maritime-oriented uses.

4. To locate new industrial development convenient to appropriate transportation facilities and compatible with surrounding land use.

5. To improve the aesthetic quality of industrial developments and areas.

Policies

It is the City's policy that:

1. Wherever possible, industrial areas be clearly defined and separated from residential, commercial and other uses by means of highways, freeways, topography, or other physical barriers.
2. Industrial facilities be made compatible with adjacent residential areas by urban design such as landscaping, buffering, orientation, and increased setbacks.
3. Adequate customer and employee parking be provided for all types of industrial and manufacturing facilities, and that truck traffic and parking be restricted from residential areas.
4. Areas used for open storage be screened from public view.
5. Facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds be phased out and relocated to Terminal Island or the more heavily industrialized areas of Wilmington and that no further expansion of existing facilities be permitted.
6. No new commercial uses be permitted in any area designated for Industrial Land Use on the Plan Map in order to preserve the remaining manufacturing job base of the Community.

Programs

The Plan recommends:

1. Initiation of industrial zone redesignations to conform with the Land Use Policies of the Plan as indicated on the Plan Map.

RELATIONSHIP TO THE PORT OF LOS ANGELES

Although not a part of the Plan area, the Port of Los Angeles cannot easily be separated from San Pedro; in most respects the prosperity of San Pedro is directly tied to the prosperity of the Port. While recognizing that the primary function of the harbor is to promote "commerce, navigation, and fisheries", with a secondary emphasis on providing water-oriented recreational opportunities, the Plan seeks to coordinate harbor related land uses and circulation system with those of adjoining areas by providing adequate buffers and transitional uses

between the harbor and the rest of the Community.

Toward this end, the Plan makes the following recommendations for consideration by the Harbor Commission, State Coastal Commission, and other decision making bodies having jurisdiction over the Port:

Objectives

1. To recognize the Port of Los Angeles as a regional resource and the predominate influence on the economic well-being of the Community.
2. To promote the orderly and continued development of the Port so as to meet the needs of the fishing industry and recreational users as well as the handling of passengers and cargo, with special emphasis on the accommodation of increasingly larger ships.
3. To coordinate the future development of the Port with the San Pedro Community Plan and the Beacon Street Redevelopment Project.

4. To seek the relocation of potentially hazardous and/or incompatible land uses away from the adjacent commercial and residential areas of San Pedro.

Policies

It is the City's policy that:

1. The Cabrillo Beach and West Channel areas of the Port be devoted to public recreation, commercial sport fishing, and recreational boating facilities.
2. A new marina be developed in the West Channel Area.
3. The West Bank of the Main Channel (southerly of the Vincent Thomas Bridge) and East Channel areas of the Port be devoted to commercial, restaurant, and tourist-oriented facilities, passenger terminals, facilities serving the sport and commercial fishing industry, and such general cargo and container handling facilities as would not create or add to significant traffic congestion problems on Harbor Boulevard which may result from the generation of additional railroad or industrial traffic.
4. Facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds, located in the Cabrillo Beach, East and West Channels or West Bank portions of the main Channel be phased out and relocated at Terminal Island or its proposed southerly extension, with no further expansion of existing facilities or the development of new facilities permitted.

Programs

The Plan recommends:

1. That the existing bulk loading facilities, Navy fuel dock, Pennzoil/GATX terminal complex, GATX annex, Union Oil deepwater marine terminal and related petroleum storage tanks be relocated to Terminal Island on its proposed southerly extension.
2. That the rail classification yard on Sampson Way south of Sixth Street be consolidated with facilities serving both the Ports of Los Angeles and Long Beach, be relocated to the Wilmington or Terminal Island area, and designated as a rail head.

3. That any future rapid transit line serving San Pedro utilize the existing railroad right-of-way along Front Street/ Harbor Boulevard, with a terminal station and related parking located in the vicinity of the existing rail classification yard along Sampson Way south of Sixth Street.

4. That the port be dredged to sufficient depth to provide deeper draft berthing facilities to accommodate increasingly larger vessels.

RELATIONSHIP TO COUNTY UNINCORPORATED TERRITORY

Policies

It is the City's policy that:

1. The unincorporated County island generally known as La Rambla be annexed to the City of Los Angeles at the earliest possible time.
2. The City of Los Angeles would welcome the annexation of the unincorporated County territory generally known as Eastview (located along Western Avenue between Summerland Avenue on the south and Palos Verdes Drive North on the north), and that at such time as that portion of the Eastview area located westerly of Western Avenue, might be annexed to the City it be designated on the Plan Map for land uses corresponding to the zoning existing at the date of Plan adoption.

3. If the Eastview is annexed to another city, Western Avenue should be designated as the new boundary for the City of Los Angeles.

Programs

The Plan recommends:

1. That areas annexed to the City of Los Angeles be evaluated vis-a-vis the existing zoning and land use at the time of annexation and be incorporated into the General Plan.

II. Open Space, Resource Conservation and Coastal Zone

Open space refers to land which is essentially unbuilt upon, or is natural in character, and functions in one or more of the following ways: provides opportunities for recreation and education; preserves scenic, cultural or historic values; conserves or preserves natural resources or ecologically important areas; preserves or creates community scale and identity; and buffers or defines activity areas.

The Plan proposes several open space reservations around the periphery of San Pedro in order to maintain community identity as well as to provide a framework for the other recreational facilities in the Community.

Open Space is provided on the south by the ocean and shoreline recreation areas and on the east by the harbor; on the west is the steepest portion of the Palos Verdes Peninsula, and the resulting low-density residential development tends to maintain an open character which should be preserved; on the north is the Palos Verdes Reservoir, Green Hills Cemetery, the Naval Fuel Depot and Harbor

Park which are proposed to be preserved in their present open state. The ancient landslide area in South Shores is also proposed as a predominantly open space area since it is a natural link in the open space belt around the Community, and geological studies to date indicate that there may be some risk if any substantial fixed structures were to be placed in this area.

The Plan also identifies ecologically important areas which exist within the Community and calls for programs for their preservation. Although urbanization has destroyed much of the wildlife habitat within the City, substantial areas of various habitat types still exist and their continued existence is a source of interest, pleasure and education to many people.

Similarly, many of San Pedro's historical, archeological and paleontological sites have been lost to new development. Many regret that a block or two of the Beacon Street area was not retained and rehabilitated as a symbol of San Pedro's colorful heritage. The Plan proposed the creation of a Heritage Square where outstanding examples of the Community's historical and architectural heritage threatened with destruction can be relocated and preserved.

Finally, San Pedro contains a multitude of archeological (Indian) and paleontological (fossil) sites found nowhere else on earth. The Plan seeks to preserve these sites where possible as another indication of the area history. In those instances where the sites cannot be preserved, the Plan proposed the conversion of the Old Cabrillo Beach Marine Museum into a local Natural History Museum where salvaged artifacts can be displayed.

OPEN SPACE AND RESOURCE CONSERVATION

Objectives

1. To ensure the preservation of sufficient open space lands to serve the recreational, environmental, educational, aesthetic, and psychological needs of the Community.
2. To establish a system of open space buffers around the periphery of San Pedro which will provide a framework for the unique form and identity of the Community.
3. To identify and preserve ecologically important areas which provide scientific and educational opportunities to study the coastal and offshore environment of San Pedro.

Policies

It is the City's policy that:

1. Designated open space areas be developed and maintained in accordance with standards and criteria contained within the Open Space Element of the City's General Plan.
2. The grading of natural terrain to permit development in hillside areas be minimized commensurate with densities designated by this Plan, the geological stability of the area, and compatibility with adjoining land uses.
3. The alteration of natural drainage patterns, canyons, and water courses be minimized except where improvements are necessary to protect life and property.

4. Development be restricted on areas of known geologic hazard, unstable soil conditions or landslides.
5. Offshore oil drilling be strictly controlled in the immediate area off San Pedro so as to safeguard against oil spillage, prevent interference with shipping lanes, preserve the scenic value of the coastline, and protect ecologically important areas and designated wildlife refuges.
6. Coastal areas containing ecological or scenic resources be preserved and protected within State reserves, preserves, parks, or natural wildlife refuges.

Programs

The Plan recommends:

1. The creation of an underwater marine reserve park and SCUBA trail offshore from Royal Palms State Beach.
2. The rehabilitation of the shoreline, beach, and parking areas at Royal Palms State Beach.

HISTORICAL, ARCHAEOLOGICAL, PALEONTOLOGICAL, AND GEOLOGICAL RESOURCES

Objectives

1. To identify, preserve, and consider the acquisition of worthy historical, archaeological, paleontological, and geological sites and/or areas in San Pedro.
2. To identify and preserve those preeminent characteristics which collectively have produced the San Pedro image and heritage. These include the seafaring and fishing industries and their historical and cultural influence; the marine-oriented European flavor of its people and architecture; and the world renowned, natural marine terrace geography produced during the Pleistocene epoch of geologic history.
3. To assure that proper scientific and historical surveys and studies are conducted on archeological, historical, paleontological, and geological sites and/or areas prior to their modification when they cannot be preserved wholly or in part.

Policies

The Plan recommends:

1. Priority in the preservation and/or acquisition of all historical, archaeological, paleontological, and geological sites and/or areas be given to those in danger of accelerated decay, those threatened with significant modification, or destruction, and those having scientific significance.
2. Endangered historical, archaeological, paleontological, and geological sites, and/or areas be protected by and ordinance that provides for permits, procedures, and provisions for preservation and/or salvage operations of sites and/or areas that would be adversely affected.
3. City Projects avoid disturbance of historical, archaeological, paleontological, and geological sites and/or areas. In the event this is not deemed feasible, the City shall notify organizations such as the Natural History Museum, Cabrillo Beach Marine Museum, and local universities to allow sufficient time to study the sites and/or areas.

4. A Heritage Square be established in San Pedro where worthy historical or architectural structures threatened with destruction can be relocated so as to preserve the historical and architectural heritage of San Pedro.

5. Development of areas that have been deemed geologically unstable as specified in the San Pedro Coastal Specific Plan should require approval with conditions from the Department of Building and Safety to assure the Protection of life and property.

Programs

The Plan recommends:

1. That a comprehensive survey of historical locations, archaeological sites, paleontological deposits and geological sites be conducted for the purpose of establishing priorities for their designation, protection, and preservation.
2. That a preservation ordinance be enacted to protect areas of known historical, archaeological, paleontological, and geological value.
3. That zoning provisions be enacted to protect areas of known historical, archaeological, paleontological, and geological value.
4. That descriptive data of historical, archaeological, paleontological, and geological sites and/or areas be delineated on maps of appropriate scale.
5. That the City Council sponsor the establishment of a private non-profit organization from the greater San Pedro Community, for the purposes of acquiring and preserving historical, archaeological, paleontological, and geological sites and/or areas.
6. That the established non-profit organization shall seek out and maintain Federal, State and/or local grants, in addition to previously allocated funds and private funding, for the implementation of the aforementioned Objectives, Policies, and Programs.
7. That upon completion of a new Cabrillo Beach Marine Museum, the old museum be considered for conversion to a Natural History Museum with emphasis on those local archaeological, paleontological, historical, and natural geological features which collectively have produced the San Pedro image and heritage.

COASTAL ZONE

Objectives

1. To provide a guide for the implementation of the policies contained in the California Coastal Act of 1976 within the designated Coastal Zone in San Pedro.
2. To protect, maintain, and where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and man-made resources.
3. To assure the orderly and balanced utilization and conservation of Coastal Zone resources, taking into account the social and economic needs of the people of the region.

4. To maximize public access and recreational opportunities to and within the Coastal Zone consistent with sound resource conservation principles and the rights of private property owners.
5. To assure priority for coastal-dependent development over other development on the coast.
6. To preserve existing scenic views of the ocean and harbor from designated Scenic Highways, scenic view sites, and existing residential structures.

Policies

It is the City's policy that:

1. This Community Plan constitutes the Land Use of the City's Local Coastal Program for San Pedro. Development within the Coastal Zone shall conform to all Policies and Objectives contained within this Plan.
2. The scenic and visual qualities of San Pedro be protected as a resource of Community as well as regional importance, with permitted development sited and designed to: protect views to and along the ocean, harbor, and scenic coastal areas; minimize the alteration of natural landforms; be visually compatible with the character of the surrounding area; and prevent the blockage of existing views from designated public scenic view areas and Scenic Highways.
3. Adequate public parking areas serving recreational facilities along the coast be freely available to be public to avoid spill-over parking into residential areas.
4. Visual access to coastal views be provided by means of appropriately located scenic overlooks, turnouts, view spots, and other areas for limited vehicular parking, especially along designated Scenic Highways and Bikeways.
5. Existing coastal-oriented recreational facilities be maintained, developed, and expanded where needed to provide local as well as regional access to and enjoyment of San Pedro's unique coastal resources.
6. In the event federal government exercises its reversion rights and regains possession of any or all of the Ft. MacArthur Reservations, a procedure should be established whereby the public and the City are allowed to review and comment on any activity or development affecting the land use of the reservations.
7. The Osgood/Farley Battery site should be designated as a public view site and any development which obstructs views from this site or the Lookout Point and Korean Bell view sites should be prohibited.
8. Trails and paths should be developed with consideration for their unique characteristics in keeping with the natural terrain. Other trails, as indicated in the San Pedro Coastal Specific Plan, should be improved pursuant to the Specific Plan.
9. All trails, paths, and bikeways should be indicated by appropriate signs.

Programs

The Plan recommends:

1. The creation of one or more specific plans which would allow for the conditional approval of development

in the Coastal Zone to ensure the implementation of Coastal Act policies.

2. The periodic use of the southerly portion of Ft. MacArthur adjacent to Stephen M. White Drive as a spill-over parking area for Cabrillo Beach recreational users.

3. That in the event it is declared surplus by the federal government, the Middle Reservation of Ft. MacArthur be utilized for recreational, educational, open space, or other public uses which would serve as interface between residential uses westerly of Pacific Avenue and Harbor Department recreational uses to the east.

III. Circulation

HIGHWAY AND STREET SYSTEM

The Circulation portion of the Plan seeks to provide for the movement of people and goods within, around and through the Community as smoothly and efficiently as possible by directing traffic onto the system of Major and Secondary Highways and Collector Streets designated by the Plan Map, thereby avoiding residential neighborhoods.

Three major traffic patterns affect the Community:

INTERNAL - traffic flow between different points within the Community. This pattern is mostly associated with shopping trips and tends to produce congestion in the Community Center and in the vicinity of neighborhood shopping areas.

EXTERNAL - traffic flow to and from San Pedro. This pattern is usually associated with early morning and late afternoon commuter traffic, but in San Pedro the term also applies to those coming in to use the parks, beaches, and recreational facilities, tourists visiting Ports of Call, and heavy truck traffic to and from the harbor.

THROUGH — traffic flow with neither an origin nor destination in the Community. This pattern is almost exclusively characterized by traffic to and from the Palos Verdes Peninsula. The efficiency of both the **EXTERNAL** and **THROUGH** traffic patterns is greatly hindered by the fact that the Harbor Freeway terminates at Gaffey Street, thereby providing only one primary means of entry into the Community.

The Plan proposes a number of street improvements aimed at increasing traffic flow and reducing congestion, while recognizing the limited funds available. The most important of these improvements are the extension of Capital Drive easterly to connect with the Harbor Freeway, to relieve some of the congestion on Gaffey Street, and the extension of Harbor Boulevard southerly to 22nd Street, to provide improved access to the recreational facilities at Cabrillo Beach and the West Channel area and to permit the more efficient use of the Harbor Boulevard freeway on-ramp by commuter traffic.

Objectives

1. To provide for a circulation system coordinated with land uses and densities adequate to accommodate the movement of people and goods.
2. To designate Major Highways, Secondary Highways, and Collector Streets which will accommodate internal, external, and through traffic circulation with as little conflict and congestion as possible.

3. To minimize conflicts between vehicular, pedestrian, railroad, and harbor oriented industrial traffic, tourist, and recreational traffic, and daily or commuter traffic patterns within San Pedro.

Policies

It is the City's policy that:

1. The full residential, commercial, and industrial densities and intensities indicated in this Plan be predicated upon the eventual development of the streets and highways designated herein.
2. No increase in residential, commercial, or industrial intensities be effected by zone change, subdivision, or other means unless it is determined that streets, highways, and other transportation facilities serving, and in the area of, the property involved are adequate to serve the traffic generated at an acceptable level of service.
3. Highways and Local Streets be developed in accordance with the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues or planning practices warrant alternate standards consistent with street capacity requirements.
4. Vehicular access to properties abutting designated Highways be restricted to adjacent Local Streets, service roads, or alleys where feasible.
5. Public streets not be vacated unless a finding is made that the street is not needed as a pedestrian walkway or trail, beach access route, bikeway, recreation, or open space area, or other public use.
6. Designated Bikeways and Scenic Highways be developed in accordance with standards and criteria contained within the Bicycle Plan and Scenic Highways Plan, both elements of the City's General Plan.

Programs

The Plan recommends:

1. That upon adoption of the Plan the Department of Transportation, with the assistance of the City Engineer and Planning Department, be requested to conduct a comprehensive traffic analysis of the Community aimed at developing both short and long range recommendations for improving traffic circulation within and through San Pedro, said study to include but not be limited to:
 - a) That upon completion of the comprehensive traffic analysis, the residents of San Pedro consider to make needed highway improvements.
 - b) That traffic flow be improved by replacing all stop signs on designated Major and Secondary Highways with properly timed and sequenced traffic signals.
 - c) That near-term improvement of traffic flow on designated Major and Secondary Highways be accomplished by means of restricting parking during peak hours, utilization of dual left turn lanes, restriping of streets, synchronization of signals, consideration of establishing one-way streets, and other similar means.
 - d) That the top priority for highway intersection improvements in the Community be given to First and Gaffey

Streets, with next priority given to 25th and Gaffey Streets.

- e) That as the top priority for new highway development in the Community, Capitol Drive be extended easterly to an on- and off-ramp connection with the Harbor Freeway.
- F) That Harbor Boulevard and 25th Street be extended as Major Highways to intersect in the vicinity of 22nd Street, with the extension of 25th Street generally following the alignment of Hamilton Avenue and the extension of Harbor Boulevard generally following the present railroad right-of-way at the base of Crescent Avenue.
- g) That an additional off-ramp be constructed from the Harbor Freeway to extend under the Gaffey Street Bridge and connect south-bound on Cabrillo Avenue at O'Farrell Street.
- h) That new access to the Elks Lodge and San Pedro Park be permitted by way of the entrance road to Friendship Park, thus reducing non-residential traffic on Cumbre Drive.
- i) That traffic flow on Western Avenue be improved by restricting on-street parking between First Street and Avenida Aprenda between the hours of 6:00 a.m. and 6:00 p.m.
- j) That the City Engineer be directed to investigate the desirability of either retaining or vacating the undeveloped right-of-way (or portions thereof) of Hamilton Avenue between Pacific Avenue on the east and Weymouth Avenue on the west, including the feasibility of utilizing the right-of-way for street purposes, bikeway, pedestrian walkway, and other means of transportation, or public uses such as recreation or open space.

PUBLIC TRANSPORTATION SYSTEM

Objectives

1. To provide for an integrated public transportation system which will meet the local needs of transit-dependent residents, including those having fixed or lower incomes, senior citizens, and younger residents, as well as the regional needs of those within access to the coastal and recreational resources of the Community.
2. To designate land uses and provide a circulation system in a manner which will accommodate the location of a future rapid transit system serving San Pedro.

Policies

It is the City's policy that:

1. Regular bus service be provided on Major and Secondary Highways throughout the Community with special routing and emphasis given to the needs of those areas having greater transit dependency.
2. Park-and-Ride lots be conveniently located outside of the Community Center, on Major Highways between local

and rapid transit routes, and include parking for both automobiles and bicycles.

3. Any rapid transit terminal serving San Pedro be located convenience to both the Community Center and Ports of Call as designated on the Plan Map, utilizing the railroad right-of-way adjacent to Harbor Boulevard.

4. Park-and-Ride, shuttle, or other non-automobile-oriented systems should be utilized for transit to the beach to mitigate congestion problems during peak beach days.

Programs

Planning staff should coordinate with the Department of Transportation to direct the public to beach access areas by placing signs at the terminus of the Harbor Freeway.

IV. Service Systems

The public facilities shown by this Plan are to be developed in accordance with the standards for need, site area, design, and location contained in the Service Systems Element of the General Plan. Such development should be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.

While San Pedro has proportionally more park acreage per capita than most other areas of the City, many of these parks are inadequate in size, undeveloped, or lack a full range of recreational facilities normally associated with such parks. Although the Plan proposes three new neighborhood parks in areas not well served, the primary emphasis should be developing existing park sites with facilities geared to neighborhood and community needs.

Of the fifteen public school facilities in the Community, only South Shores Elementary and Dodson Junior High Schools meet desirable site size standards. Declining enrollment and shifting student transportation patterns make it difficult to forecast longer range needs although the average age of buildings at Bandini Street and Point Fermin Elementary Schools are approaching or already exceed 50 years. The most critical physical plant problems in the Community at this time are the reconstruction of Dana High School as proposed by this Plan.

The Plan proposed the reconstruction and expansion of the San Pedro Public Library which although less than one-third the required size, has the fastest growing circulation of all branch libraries in the City. Originally built in 1949 to house 45,000 books, the collection numbers more than 78,000.

Fire service in San Pedro is generally considered adequate with respect to response time and the type of equipment available. However, only the South Shores Station, which was built in 1961, is considered to be adequate for Fire Department needs. The Station at 16th Street and Grand Avenue was built in 1924 and is proposed to be reconstructed to present standards.

The Barton Hill Station is proposed to be relocated to the vicinity of Gaffey and Channel Streets to better serve increasing fire protection needs in the northern portion of the Community.

Objectives

1. To provide a basis for the location and programming of public services and utilities, and to coordinate the phasing of public facilities with private development.

2. To predicate the full residential, commercial, and industrial development proposed by this Plan upon compliance with standards and criteria contained in the Service System Element of the City's General Plan.

3. To design and locate public facilities in such a way as to enhance the character of their neighborhoods and minimize adverse environmental impacts and displacement of residents.

RECREATION AND PARKS

Policies

It is the City's policy that:

1. Recreational facilities, programs, and activities be continually evaluated and tailored to the social, economic, and cultural characteristics of the neighborhood and the desires of local residents.

2. Existing recreational sites and facilities be upgraded through site improvements and replacement of obsolete structures as funds become available.

3. The expansion of presently inadequate recreational sites and the acquisition and development of new sites and facilities be considered first for those areas of the Community which are found to be most deficient in terms of adopted recreation standards.

Programs

The Plan recommends:

1. Three new neighborhood parks, as land and funding become available, within the general vicinity of:

- a) The area bounded by Oliver Street, Pacific Avenue, Third Street, and Beacon Street (top priority).
- b) The area bounded by Eighth Street, Pacific Avenue, Nineteenth Street, Crescent Avenue, and Beacon Street (second priority).
- c) Western Avenue and Westmont Drive (third priority).

2. The expansion of Anderson Senior Citizen Center, located at 828 S. Mesa Street, including senior citizen facilities and programs, improved parking and picnic area, and children's play area, as land and funding become available.

3. The development of the various Reservations of Ft. MacArthur in conformance with the provisions of the Ft. MacArthur Planning Program adopted by the City Council in December 1975, as funding becomes available.

SCHOOLS

Policies

It is the City's policy that:

1. Substandard school sites and facilities be upgraded and enlarged to sufficient size to provide adequate space for needed school activities, and be designed to minimize the displacement of housing and relocation of residents.
2. Schools, by their location and design, contribute to the identity of the neighborhoods which they serve.
3. School grounds be landscaped and open to use by the public for recreational activities after regular school hours and on weekends, especially in those areas shown to be deficient in park sites.
4. Students be provided safe and direct access to school sites within the Community.

Programs

The Plan recommends:

1. That a portion of the Upper Reservation of Ft. Mac-Arthur be utilized as the site for a new San Pedro High School, as funds become available.

LIBRARIES

Policies

It is the City's policy that:

1. Substandard library facilities be upgraded and enlarged to sufficient size to conform to standards and criteria contained within the Public Library Element of the City's General Plan.
2. Community library facilities, programs and resources be continually evaluated and tailored to the social, economic, and cultural characteristic needs of local residents.

Programs

The Plan recommends:

1. The replacement of the presently inadequate San Pedro Regional Branch Library, located at 931 Gaffey Street, as funds become available.

FIRE AND POLICE PROTECTION

Policies

It is the City's policy that:

1. Existing fire and police facilities be continually evaluated and upgraded as funds become available to provide an adequate level of protection to the Community.
2. The expansion or relocation of existing fire facilities and the acquisition of new sites be planned and designed to conform with standards and criteria contained within the Fire Protection Element of the City's General Plan.
3. No intensification of land use be permitted either by zone change, conditional use permit, variance, division of land or other discretionary permit unless the fire flow is deemed adequate per standards contained in the Fire Protection Element of the City's General Plan.

Programs

The Plan recommends:

1. The replacement of the presently inadequate Fire Station No. 48, located at 1601 South Grand Avenue, as funds become available.
2. The replacement and relocation of the inadequate Fire Station No. 53, located at 433 N. Mesa Street, as funds become available, in order to better serve the Channel and Gaffey Street area.
3. That the parking area at Harbor Division Police Station be expanded and provisions made for emergency helicopter operations, as funds become available.

OTHER PUBLIC FACILITIES

Policies

It is the City's policy that:

1. The various miscellaneous public facilities serving the Community, including water and power utilities, sewer and storm drain facilities, animal regulation, and street maintenance/refuse yards, be periodically evaluated and upgraded by the replacement of obsolete facilities as funds become available, and be designed to minimize the displacement of housing and relocation of residents.
2. New powerlines be placed underground, and the City's program for undergrounding existing lines be continued and expanded as funds become available.

The Refuse Collection facility designated on the Plan Map be utilized as a refuse transfer station upon closure of the Palos Verdes Landfill Site.

27P189 27P197

21P189 21P197

15P189 15P197

9P185 9P189 9P197

3P189 3P197



SAN PEDRO INDEX MAP



NOT TO SCALE

027P189

SEE MAP 027P197

WILMINGTON-HARBOR CITY DISTRICT
WESTERN AVE
SANDWICH PL

SEE MAP 021P189

27-193

SEE MAP 027P193

GAFFEY ST.

TAPER AVE.

SANDWOOD PL.

5th

NR1 NR2

WILMINGTON-HARBOR CITY DISTRICT

HARBOR FWY.

COUNTY OF
LOS ANGELES
(EASTVIEW AREA)



SEE MAP 021P197



CITY OF
RANCHO
PALOS
VERDES

MIRALESTE

DR.

RD 6

WESTERN

RD

DODSON

AVENUE

PARK

9TH

WYEMOUTH

WYEMOUTH

AVE

WYEMOUTH PL.

1ST.

SANTA

CRISTO

ST.

ST.

SEPULVEDA

SUMMERLAND

AVE

WALKER

AVE

ST.

JH

ST.

ST.

PATTON

3RD

ST.

ST.

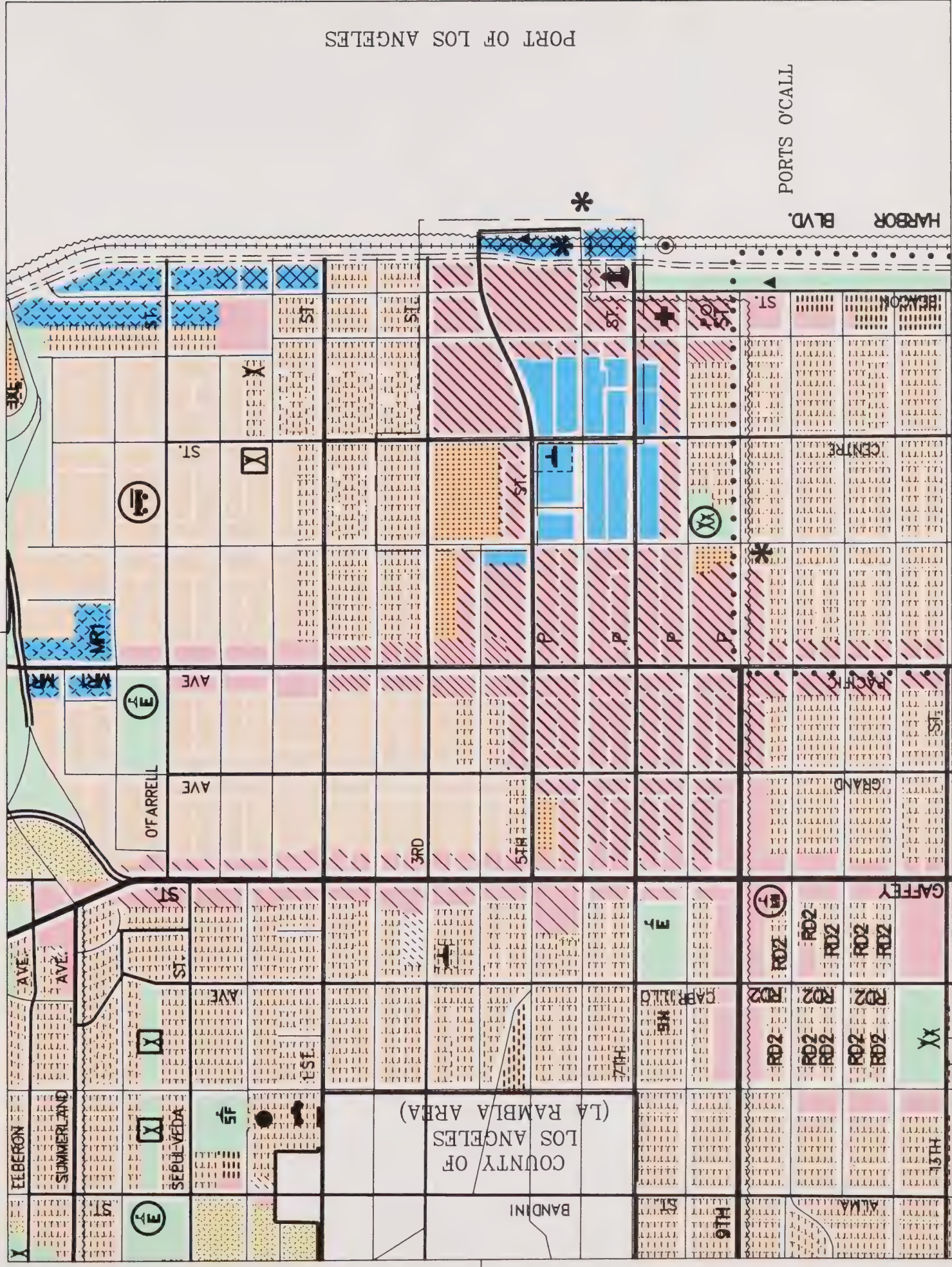
7TH

ST.

13TH

ST.

SEE MAP 015P197



CITY OF
RANCHO PALOS VERDES



SEE MAP 009P189

CITY OF
RANCHO
PALOS
VERDES





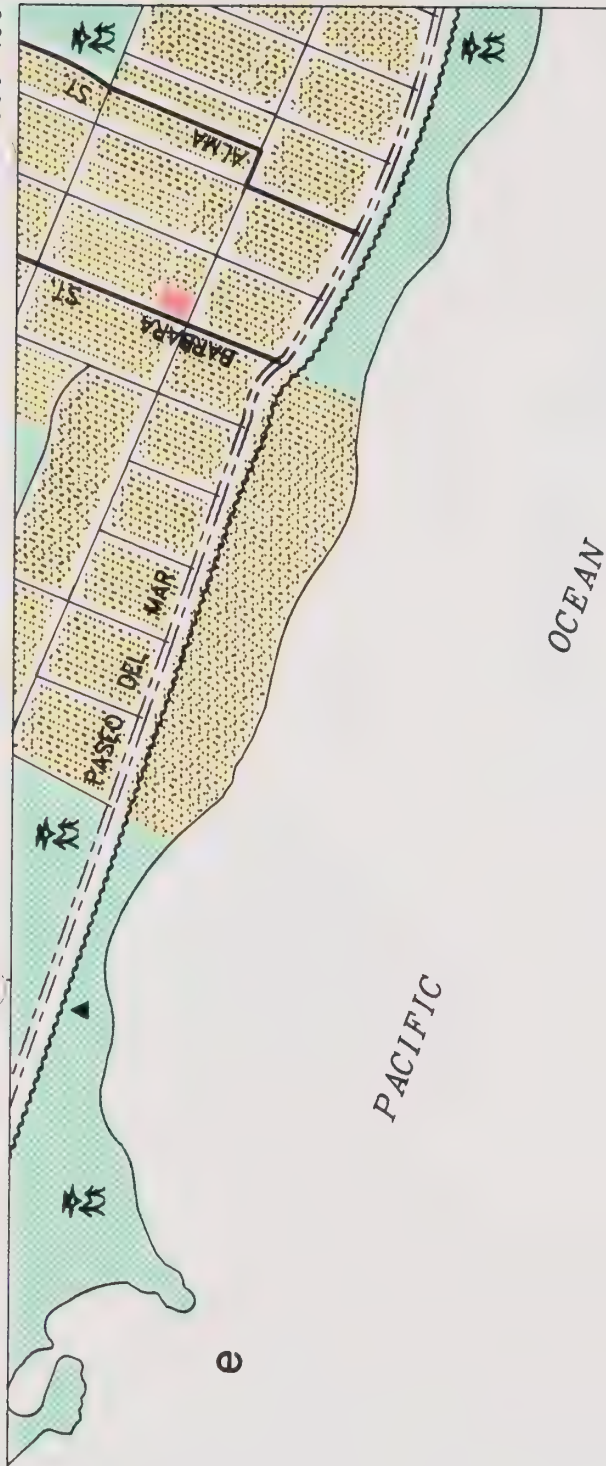
SEE MAP 009P189

006-18

SEE MAP 009P189

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006-193



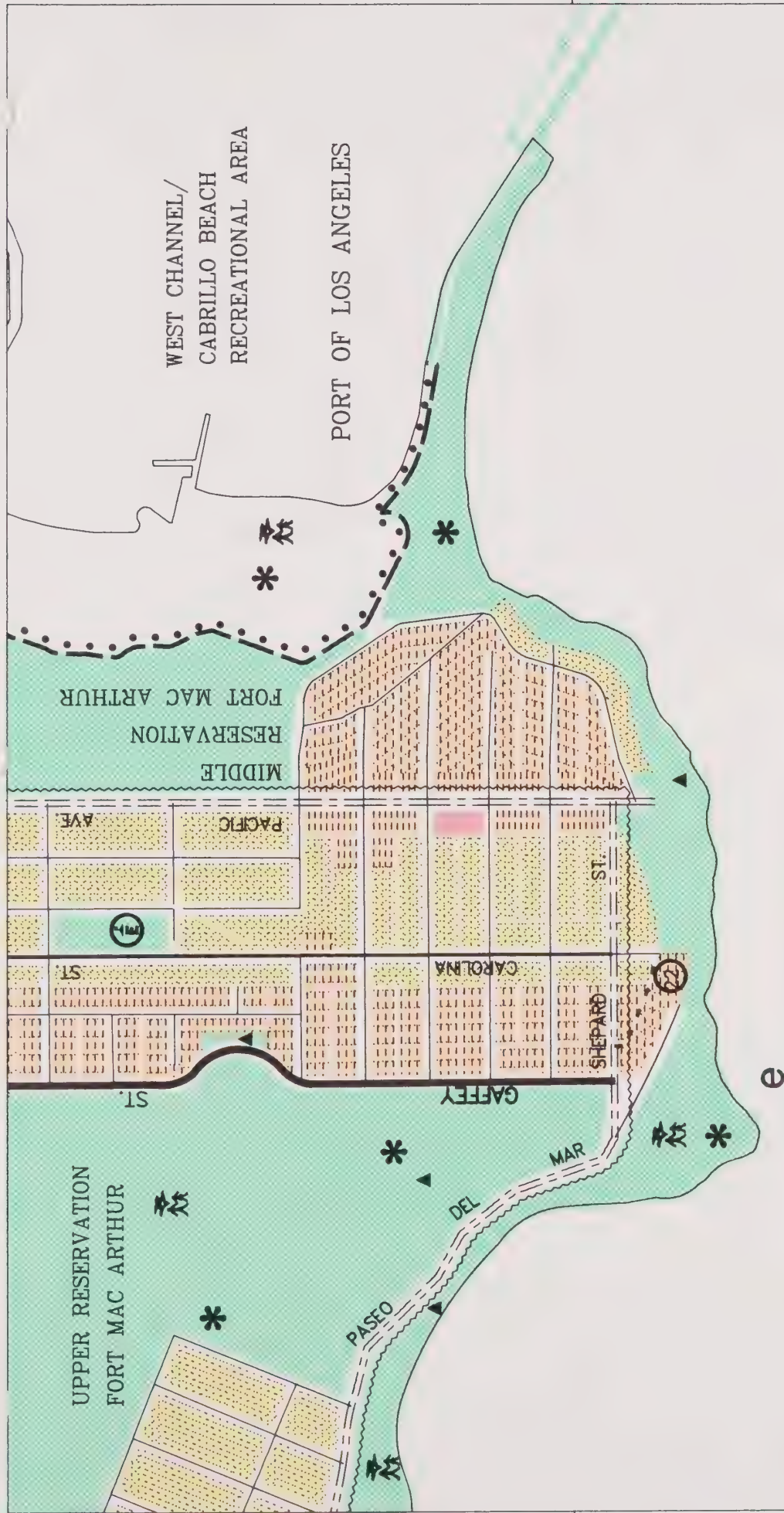
SEE MAP 003P197

003P197

006-201

SEE MAP 009P197

006-197



SEE MAP 003P189

003-201






003-197

FOOTNOTES









1. Gross acreage includes one half the area of abutting streets and alleys. The development of individual parcels of land is to be in conformance with the applicable range of dwelling units per gross acre: in no instance however, shall development be permitted at a greater density or intensity than that permitted by the appropriate zone listed in the Table of Corresponding Zones.
2. Only those zones indicated in this table are recommended in San Pedro.
3. Height District 1XL (2 stories or 30 feet), except Height District 1VL at the southeast corner of Channel and Cabrillo Streets and on both sides of Pacific Avenue, south of Third Street to south of Fourth Street, included.
4. The RD6 zone permits attached housing and apartments and is to be used only where identified on the Plan map.
5. Only the R2 zone is proposed for use in the Low Medium 1 category in order to maintain neighborhood character and scale.
6. Those areas proposed for RD2 are specifically identified on the Plan map.
7. A change to Height District 1 (3 stories or 45 feet) shall be permitted where it can be shown to be in keeping with surrounding neighborhood character and scale and will not block views from surrounding residential uses, public streets or facilities, or designated scenic view sites.
8. Height District 1.
9. Height District 2 (six times buildable area of lot) unless otherwise identified on Plan Map.
10. Height District 1VL (3 stories or 45 feet) for motels. Height District 1XL for all other uses.
11. C2 zone may be utilized in this category only for neighborhood service type uses similar to those listed in the Commercial Preamble section of the Plan text.
12. Height District 1VL, except Height District 2 permitted east of Mesa Street (including the southerly frontage of Seventh Street) in cases where adequate parking is available, and Height District 1 in an area generally bounded by Ninth Street to the south, Fifth Street to the north, east of Gaffey Street and west of Mesa Street.
13. Height District 1VL.
14. Those areas proposed for MR1 or MR2 are specifically identified on the Plan map.
15. Open Space designations on the Plan map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California Government Code and to the City's Open Space Plan.
16. All construction shall be subject to a mandatory geological report documenting the safety hazards due to landslide conditions. The erection of fixed structures shall be permitted only after the safety hazards have been mitigated to the satisfaction of the Building and Safety Department.
17. Boxed symbol denotes the general location of a proposed facility. It does not designate any specific private property for acquisition. - Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
18. Circled symbol indicates need for upgrading. Upgrading could involve on-site improvements, replacement of facilities and/ or expansion of the site. It does not designate any specific private property for acquisition.
19. Local streets are shown for reference only.
20. No fixed dwellings due to land instability.
21. M2 zone.
22. Zone change may be permitted for coastal dependent type commercial uses (cafe, bait & tackle, etc.) related to and compatible with activity at Pt. Fermin Park, height of structures not to exceed 1XL Height District. Emphasis to be on walk-in trade rather than vehicular.
23. Due to the unusual size and character of this area, special opportunities exist for unique development. As a result, each development shall be limited to three stories (two stories within 100 feet perimeter of property adjacent to the Low Density development on the north property line and no higher than the existing roof height within 100 feet perimeter of the Low Density adjacent development on the south property line).
24. No storage of hazardous materials, including any liquid or solid bulk which are flammable, explosive or produce a flammable, toxic or suffocating gas if released, shall be permitted, except incident to manufacturing uses conducted on a subject property.
25. When the use of property designated as "open space" (e.g. recreation, environmental protection, public school site) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications or other restrictions of adjacent and surrounding properties, and consistent with the General Plan

LAND USE

RESIDENTIAL

LOW DENSITY	CORRESPONDING ZONES ²	MULTIPLE FAMILY	CORRESPONDING ZONES ²
 LOW ³	R1,RD6 ⁴	 LOW MEDIUM I ³	R2 ⁵
		 LOW MEDIUM II ³	RD2 ⁶ ,RD1.5 ⁷
		 MEDIUM ⁸	R3
		 HIGH MEDIUM ⁹	R4





COMMERCIAL

 HIGHWAY ORIENTED ¹⁰	C1,C2,P	 COMMERCIAL / MANUFACTURING	CM ¹² ,P
 NEIGHBORHOOD & OFFICE ³	C1,C2 ¹¹ ,P	 LIMITED	M1,MR1 ¹⁴ ,P
 COMMUNITY ³	C2,P	 LIGHT	M2,MR2 ¹⁴ ,P
 REGIONAL CENTER ¹²	C2,P,PB	 HEAVY	M3 ²⁴ ,P

PARKING

 PARKING	P,PB
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INDUSTRIAL¹³

 COMMERCIAL / MANUFACTURING	CM ¹² ,P
 LIMITED	M1,MR1 ¹⁴ ,P
 LIGHT	M2,MR2 ¹⁴ ,P
 HEAVY	M3 ²⁴ ,P

OPEN SPACE,PUBLIC/ QUASI-PUBLIC^{15, 25}

 OPEN SPACE	A1#
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CIRCULATION






	Freeway
	Scenic Highway
	Divided Major Highway
	Major Highway
	Secondary Highway
	Collector Street
	Local Street
	Railroad
	Equestrian Trail
	Multipurpose Trail
	Bikeway

SPECIAL BOUNDARY





	Specific Plan
	Special Zones
	Redevelopment Project
	Site Boundary

SERVICE SYSTEM

SCHOOL SITES

	Public Elementary School
	Public Junior High
	Public Senior High
	Special School Facility
	Private School

RECREATIONAL SITES

	Neighborhood Park
	Community Park
	Regional Park
	Golf Course - Private

SERVICE SYSTEM

OTHER FACILITIES	
	Police Station
	Fire Station
	Regional Library
	Maintenance Yard
	Refuse Collection
	Power Distribution Station
	Pumping Station
	Water Tank/Reservoir
	Administrative Center/ City Hall
	Municipal Building
P.O.	Post Office
	Cultural/Historical Site
	Animal Shelter
	Scenic View Site
e	Important Ecological Area
	Health Center
P	Municipal Off Street Parking
	Park & Ride Lot
	Station Stop

NOTES:

	Proposed ¹⁷
	Proposed Expansion ¹⁸

SCALE: 1 in = 800 ft



TABLE OF CORRESPONDING ZONES

LAND USE	DWELLING UNITS ¹ PER GROSS ACRE		CORRESPONDING ² ZONES		SINGLE-FAMILY HOUSING Acres		DUPLEX HOUSING Acres		MULTIPLE FAMILY HOUSING Acres		TOTAL HOUSING Acres	
HOUSING	LOW ³	3 +	to	7	R1, RD6 ⁴	1,743.2						
					% of Total Area	39.8						
	LOW MEDIUM ¹³	7 +	to	12	R2 ⁵	11,854						
					Population Capacity	41,436						
	LOW MEDIUM ¹¹³	12 +	to	24	RD2 ⁶ , RD1.5 ⁷	402.9						
COMMERCE AND PARKING	MEDIUM ⁸	24 +	to	40	R3	5,641						
					Population Capacity	18,059						
	HIGH MEDIUM ⁹	40 +	to	60	R4							
INDUSTRY AND PARKING	Neighborhood & Office ³				C1, C2, P	847.5						
					% of Total Area	19.4						
	Community ³				C1, C2, P ¹¹	19,155						
					% of Total Area	44,283						
	Regional ¹²				C2, P	25.4						
PARKING	Commercial/Manufacturing				C2, P, PB	0.6						
					% of Total Area	117.5						
	Limited				C2, P	2.7						
					% of Total Area	47.9						
	Light				C2, P, PB	1.1						
OPEN SPACE	Heavy				C2, P, PB	105.4						
					% of Total Area	2.4						
	Parking (Buffers & Special Cases Only)				C2, P	23.6						
					% of Total Area	0.5						
	Open Space (See General Plan/Zoning Consistency Notes)(Recreation, Environmental Protection or Public School site, etc.)				C2, P	104.2						

*The original plan acreage was off by 18 acres due to errors in measuring the acreage of the Other Public and Quasi-Public land use designations. Footnotes may be found on map legend page.



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